
REMEDIAL SITE ASSESSMENT DECISION – EPA Region 05

Site Name: AUTO PARTS CITY

Alias(es):

City: GURNEE

County or Parish: LAKE

State: IL

Refer to Report Dated: 07/14/2015

EPA ID: ILN000510963

Report Developed By: STATE

State ID:

Report Type: Preliminary Assessment (00X) #001

Decision Date: 07/14/2015

- ☒ 1. Further Remedial Site Assessment Under CERCLA (Superfund) is not required because:
NFRAP-Site does not qualify for the NPL based on existing information

☐ 2. Further Assessment Needed Under CERCLA.

☐ 3. Remedial study/cleanup needed.

Decision/Rationale:

The U.S. Environmental Protection Agency (EPA) has determined that no further remedial action by the Federal Superfund program is warranted at the referenced site, at this time. The basis for the no further remedial action planned (NFRAP) determination is provided in the attached document. A NFRAP designation means that no additional remedial steps under the Federal Superfund program will be taken at the site unless new information warranting further Superfund consideration or conditions not previously known to EPA regarding the site are disclosed. In accordance with EPA's decision regarding the tracking of NFRAP sites, the referenced site may be removed from the CERCLIS database and placed in a separate archival database as a historical record if no further Superfund interest is warranted. Archived sites may be returned to the CERCLIS site inventory if new information necessitating further Superfund consideration is discovered.

Site is currently enrolled in state voluntary program and the property owner is actively working with the state PM in the SRP.

Decision/Rationale (Continued):

Site Decision Made By: David Brauner, Site Assessment Manager

Signature: David M. Brauner

Decision Date: 07/14/2015

Auto Parts City
LPC# 0970355131
Lake County
SF/Tech



CERCLA Preliminary Assessment




Prepared by:
Office of Site Evaluation
Division of Remediation Management
Bureau of Land

SIGNATURE PAGE

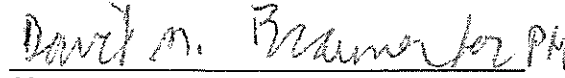
Title: CERCLA Preliminary Assessment for Auto Parts City

Preparer: Tony Wasilewski, Project Manager, Office of Site Evaluation,
Illinois Environmental Protection Agency


Signature

7-8-15
Date

Approval: Patrick Hamblin, Acting Chief, United States Environmental Protection
Agency, Region 5


Signature

7/14/15
Date

The approval signatures on this page indicate that this document has been authorized for information release to the public through appropriate channels. No other forms or signatures are required to document this information release.

**CERCLA
Preliminary Assessment**

For:

**Auto Parts City
Gurnee, Illinois**

**LPC# 0970355131
ILN 000 510 963**

**PREPARED BY:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
BUREAU OF LAND
DIVISION OF REMEDIATION MANAGEMENT
OFFICE OF SITE EVALUATION**

July 08, 2015

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Section 1.0 Introduction

On March 10, 2014, the Illinois Environmental Protection Agency's (Illinois EPA) office of Site Evaluation was tasked by United States Environmental Protection Agency (U.S. EPA) Region V to conduct a Preliminary Assessment (PA) at the Auto Parts City site in Gurnee, Illinois. The site is located at 3570 Washington Street, Gurnee, Illinois 60031, Lake County (lat 42.359777 long. -87.889575). The Preliminary Assessment is performed under the authority of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) commonly known as Superfund.

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40CFR Part 300) requires that a Preliminary Assessment be performed on all sites entered into the Comprehensive Environmental Response, Compensation, and Liability System (CERCLIS), U.S. EPA's inventory of hazardous waste sites.

A Preliminary Assessment is the initial step in the Superfund process that utilizes a limited-scope investigation and collects readily available information. The Preliminary Assessment distinguishes between sites that pose little or no relative threat to human health and the environment from those that require further investigation. The Preliminary Assessment also supports emergency response and removal activities, fulfills public information needs, and generally furnishes appropriate information about the site early in the assessment process.

If the findings of the Preliminary Assessment determine that further investigation is necessary, the site will continue to progress through the Superfund process and receive a Site Inspection. A Site Inspection will evaluate the extent that a site presents a threat to human health and/or the environment. This may be accomplished by collecting and analyzing wastes and environmental media samples to determine whether hazardous substances are present at the site and are migrating to the surrounding environment. If necessary, the Site Inspection

would provide necessary information that will determine if the site qualifies for possible inclusion on the National Priorities List (NPL) or should have No Further Remedial Action Planned (NFRAP). At any time throughout the Superfund evaluation process the site may be NFRAP, be referred to another state or federal clean-up program, or recommended for further action. The Preliminary Assessment is performed under the authority of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) commonly known as Superfund.

2.0 Site Background

2.1 Site Description

The Auto Parts City is located at 3570 Washington Street in Gurnee, IL in Lake County (Figure 2). Specifically, the site is specifically located at northeast corner of the southeast ¼ of Section 24 Township 45 North and Range 11 East of the Third Principal Meridian. The site consists of approximately 8 acres of commercial/industrial land (Deigan and Associates, 2005). The property was utilized for automobile salvaging, recycling, auto parts, and used car sales prior to 2007 (Deigan and Associates, 2005). Since 2007 the property has been utilized as a contractor storage yard (Deigan and Associates, 2014).

The property is bounded on the east by the Illinois Department of Transportation maintenance facility. The west boundary is occupied by a commercial/industrial semi-truck repair yard. The north side of the property is bound by Blackstone Ave. and residential homes. The south is bordered by Washington Street.

The soil at the site consists of 64.8% Ozaukee silt loam, 25.8% of Beecher silt loam, and 9.4% of Orthents, clayey undulating series. The majority of the site consists of the Ozaukee silt loam that is moderately well drained and transitions from a neutral, silt loam to a slightly acidic,

silty clay loam to a moderately alkaline, silty clay loam within the first 5 feet (Deigan and Associates, 2014).

Fill material covers the entire storage area of the property from surface to five feet below ground surface. The fill material consists of a mixture of silt, clay, sand, gravel, brick, glass, and metal. A large portion of the fill material was demolition debris from a local school that burned down and was buried at the property in 1984 (Deigan and Associates, 2014).

The ground water at the property is found approximately 5 to 10 feet below ground surface. There is a fine to medium grained silty clay strata that influences that depth to water across the property. It is believed that the retention pond present on the property influences shallow ground water flow on the north perimeter of the property due to the network of drainage tile present on the property and how the storm water is diverted to the retention pond. Ground water elevation data was collected during a previous investigation and the data showed that the ground water flows from the west end of the property to the east end of the property (Deigan and Associates, 2014).

2.2 Site History

Auto Parts City has operated as an auto salvage and recycling yard at the 3570 Washington Street property from the early 1960s until 2007. After 2007, the automobile salvage/recycling operations was moved across the street to 3535 Washington Street. In 1984 the property was filled with demolition debris from a local school that burned. The 3570 Washington Street property is currently being used as a contractor storage yard.

The previous operations on the property were related to automobile salvage. Automobile related fluids (e.g., transmission and motor oil, brake oil, antifreeze, and gasoline) were removed from salvaged vehicles and placed into appropriate containers for offsite recycling and

disposal. Fluids management occurred on a concrete pad and beneath a three-sided, enclosed canopy to control run-on and runoff. Tires and batteries were also removed and staged in designated areas for offsite recycling and disposal.

The salvaged vehicles were parked throughout the property on a crushed stone surface and were used for parts and hardware. Two cinder block buildings were located at the south end of the property and were used for customer sales, various salvaging and maintenance operations, warehousing and offices. Adjacent to the cinder block buildings was an above ground 500-gallon diesel storage tank. Directly north of the two buildings is a building that was used for storage of automobile fluids. Directly north of the auto fluids building was the dismantling and decanting area located on a concrete pad. One auto crusher machine was formerly present at the east perimeter, just northeast of the buildings (Deigan and Associates, 2014).

Auto Parts City originally enlisted the property into the Illinois EPA Voluntary Site Remediation Program (SRP) on February 23, 2005. A draft Site Investigation Report dated June 16, 2005 was received by Illinois EPA. The Illinois EPA completed review of the Site Investigation Report and denied the document with comments in a letter dated March 6, 2007. The report was denied based upon the need for additional information that was requested from the Project Manager.

After receiving the March 6, 2007 comments from the Illinois EPA regarding the Site Investigation Report, Auto Parts City relocated the automobile recycling facility across the street from the 3570 Washington Street property. Once Auto Parts City relocated across the street, they changed their name to Auto Parts City, Inc. and proceeded to work towards obtaining a No Further Remediation (NRF) Letter for the 3535 property (Deigan and Associates, 2014).

In 2006 a complaint was filed against Auto Parts City by the People of the State of Illinois. According to the Illinois Attorney General, Auto Parts City was found to have five count of non-compliance pursuant to the Illinois Pollution Control Board Water Pollution Regulations. The charges include, water pollution, creation of a water pollution hazard, discharging without a permit, creating offensive conditions, and violating water quality standards for manganese and dissolve iron.

Due to inactivity in the SRP for a time period of over seven years and violation of a Consent Order issued by the State of Illinois Attorney General, the Auto Parts City was removed from the SRP in October 2012. The property was referred to the Illinois EPAs Office of Site Evaluation for review and potential inclusion on the federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). During the Pre-CERCLIS Screening investigation, a meeting was conducted with the owners of Auto Parts City and the process was explained to them about inclusion on the CERCLIS database if compliance with the Consent Order was not addressed.

On August 12, 2013, Auto Parts City reenlisted into the Illinois EPAs SRP program to work towards a No Further Remediation Letter. On March 7, 2014 an Updated Site Investigation Work Plan was approved by the Illinois EPA SRP program. A Focused Site Investigation Report (FSIR) dated July 31, 2014 was submitted for review and denied by Illinois EPA although comments were made concerning the FSIR. A revised Focused Site Investigation Report addressing Illinois EPAs comments was submitted November 24, 2014. The report has been approved by the Illinois EPA's SRP Program. The objective of the report was to further define and update the environmental conditions in order to determine the appropriate remedial actions for the property to achieve a Focused "No Further Remediation Letter".

2.3 Regulatory Status

Based upon available file information, the Auto Parts City property does not appear to be subject to Resource Conservation and Recovery Act (RCRA) corrective action authorities. Information currently available does not indicate that the site is under the authority of the Atomic Energy Act (AEA), Uranium Mine Tailing Action (UMTRCA), or the Federal Insecticide Fungicide or Rodenticide Act (FIFRA).

3.0 Field Inspection Activities

3.1 Field Inspection

There were no field inspections conducted for this phase of the Preliminary Assessment due to the ongoing cooperation and involvement in the SRP program. The PRPs environmental consultant, Deigan and Associates, sampled the property in July 2014 and plan additional sampling in 2015 in order to fill data gaps associated with the property. At this time the Illinois EPAs Office of Site Evaluation is working with the Illinois EPA Project Manager from the SRP to coordinate additional sampling and work through other issues.

3.2 Past Environmental Investigations

The past investigations associated with the Auto Parts City property conducted at the 3570 Washington Street property include the Limited Phase II Site Investigation Report conducted by Envirogen in 2000, Site Investigation Report by Deigan and Associates in 2005, and Focused Site Investigation Report by Deigan and Associates in 2014, a number of potential sources were documented in the reports.

The Limited Phase II investigation discovered elevated levels of lead, PAHs, PCBs, and benzene throughout the property. The majority of the elevated samples were collected in the 1-

3 foot range. It was recommended that monitoring wells be installed at the site to better understand the soil migration to groundwater.

In 2005 a Site Investigation Report was performed to address and follow up on issues related to the 2000 Limited Phase II investigation. The report concluded that some area of the property would need soil to be treated or removed based on elevated levels of BTEX, TPH and TCLP lead prior to the installation of engineered barriers. The site had enrolled in the voluntary program but was subsequently removed from the program for lack of participation.

A Focused Site Inspection Report was completed in November 2014. The Auto Parts City property was allowed to reenroll in the SRP program and a report was completed to address issues related to the property. At this time the report is being reviewed by a Project Manager in the SRP program and a Remedial Action Plan is being completed by the report's author Dugan and Associates.

4.0 Potential Sources

4.1 Source One

The first potential source associated with Auto Parts City includes contaminated soil associated with the auto salvage business such as BTEX and lead. The contaminated soil seems to be located in isolated areas across the site and located in the upper fill area throughout the site according to previous investigations. This fill material appears to be approximately 5.5 feet deep. The approximate area of the contaminated soil is 368,765 square feet. The contaminated soil consists of elevated levels of heavy metals, PAHs and petroleum related compounds directly due to activities that occurred over the years on the property. The contaminated soil is presently being addressed in the Illinois EPAs SRP.

4.3 Source Two

The surface impoundment at the back of the property is a second potential source associated with the property that may consist of potential contamination. All storm water from the property is directed to the storm water retention ponds at the rear of the property. The storm water is then diverted to a series of storm sewers and drainage canals. The retention ponds and its drainage water is sampled on a quarterly basis. The retention ponds will also be sampled in the near future under the SRP program to attempt to characterize the potential contaminants associated with the ponds.

5.0 Pathway Discussions

CERCLA identifies three migration pathways and one exposure pathway, as identified in its Hazard Ranking System, by which hazardous substances may pose a threat to humans and/or the environment. Consequently, sites are evaluated on their known or potential impact to these pathways. The pathways evaluated are groundwater migration, surface water migration, air migration and soil exposure.

5.1 Groundwater

The source of Gurnee's drinking water is Lake Michigan which is purchased from the Central Lake County Joint Action Water Agency (CLCJAW), although there are a number of private wells in the vicinity of the site and further investigation would need to be done to determine if any of the residents drink the well water. The Non Community Water Supply wells are listed below in the table and the number of people on the wells is also listed in parenthesis. The population data was obtained from the Lake County Census data taken in 2010 and based upon 2.82 residents per household and the well data was collected using Arcview GIS data. The Village of Gurnee does not have any groundwater ordinances. Based upon monitoring wells

installed on the Auto Parts City property it was determined that groundwater flows from west to east.

Groundwater samples collected for the FSIR showed elevated samples of lead and MTBE in the monitoring wells installed on-site. An off-site groundwater investigation is scheduled to better understand the ground water associated with the property. This additional groundwater sampling will be overseen in Illinois EPA's SRP program. The FSIR also provided a list of private wells in the area. Sampling may need to be done on the private wells. It is not known at this time how many of the private wells are used for drinking purposes.

Non Community Water Supply Wells

Distance	Non CWS
0-1/4 mile	15 Wells (42.3 people)
1/4-1/2 mile	9 Wells (25.38 people)
1/2-1 mile	53 Wells (149.46 people)
1-2 miles	278 Wells (783.96 people)
2-3 miles	364 Wells (1026.48 people)
3-4 miles	660 Wells (1861.20 people)

5.2 Soil Exposure

Based upon soil borings completed during the Focused Site Investigation, the property appears to contain up to approximately five and a half feet of fill material. The thickness of the fill material varies throughout the property. The fill material consists of 0-6 inches of asphalt

grindings on the surface, with an additional 5^{1/2} feet of demolition debris, gravel, sand and soil. A portion of the fill material also includes debris from a local school that burned down and was deposited on the property in 1984.

The nearest resident is located approximately 100 feet from the property boundary. The property is surrounded by a chain link fence to deter trespassing. According to lab data collected during the FSIR it appears that the contamination is limited to the upper fill material and consists of heavy metals and petroleum related products.

Population Distribution

Distance	Population
0-1/4 mile	612 people
1/4-1/2 mile	2974 people
1/2-1 mile	10325 people
1-2 miles	31756 people
2-3 miles	61588 people
3-4 miles	34193 people

2000 Census data using Arcview population data

5.3 Surface Water

The shallow groundwater on site is diverted to the storm water collection and retention system located on the far north portion of the property. The storm water collection system is comprised of a network of storm drains that extend throughout the site, connected to a triple trap basin that allows sediment, oil and grease to settle out of the storm water. Storm water is

first channeled to a lined retention pond where the sediments are allowed to settle out. A secondary pond receives excess surface water from the first retention pond and additional clarification takes place. A sand bed filtration system is used before discharge when necessary. The filtered water is discharged into a storm sewer, and then enters a manmade unnamed tributary. The unnamed tributary flows south for approximately two miles before joining the Middle Fork North Branch Chicago River. There are wetlands that are associated with this tributary but it is presumed that the unnamed tributary is not used for fishing purposes or drinking water. The unnamed tributary is water with zero flow. The outfall of the retention ponds is monitored on a quarterly basis under the National Pollutant Discharge Elimination System (NPDES) permit IL0077542 (Koch 2012). It was stated in the FSIR that sediment had been cleaned out of the drainage ditch along the east side of the property. No documentation could be located to confirm this statement. To this date there has been no off site sediment samples collected to define the potential contamination associated with the settling pond and its impact on the surface water pathway.

5.4 Air Route

The air pathway is not thought to be of concern at this time.

6.0 Summary

The Auto Parts City property was entered into the CERCLIS database following previous sampling events that indicated past activities may have impacted the environment. The potential responsible parties were enrolled in the Illinois EPAs Voluntary Program and were addressing past contamination issues with the property. The PRPs moved their business across the street and proceeded to focus on the new piece of property and neglected the property that was enrolled in the SRP. The 3570 Washington Street property was removed from the Voluntary Program after the PRPs failed to address issues associated with the property and for not communicating with the Project Manager assigned to the site.

At the time of this report, the PRPs have once again re enrolled into the SRP program and have undertaken the steps needed to identify the environmental issues associated with this property. The Illinois EPA project manager in the SRP program is in the process of reviewing the FSIR for potential approval and a Remedial Action Plan would follow after the approval of the FSIR.

7.0 References

- Site Investigation Report, Deigan and Associates, June 16, 2005, 14 pages.
- Focused Site Investigation Report, Deigan and Associates, July 31, 2014, 19 pages.
- Revised Focused Site Investigation Report, Deigan and Associates, November 24, 2014. 21 pages.
- Illinois EPA Memorandum, Brian Koch, September 5, 2007. 1 page.

Auto Parts City
Gurnee, IL



Figure 1
Site Location
Auto Parts City
Gurnee, IL

Figure 2
Auto Parts City
Gurnee, IL

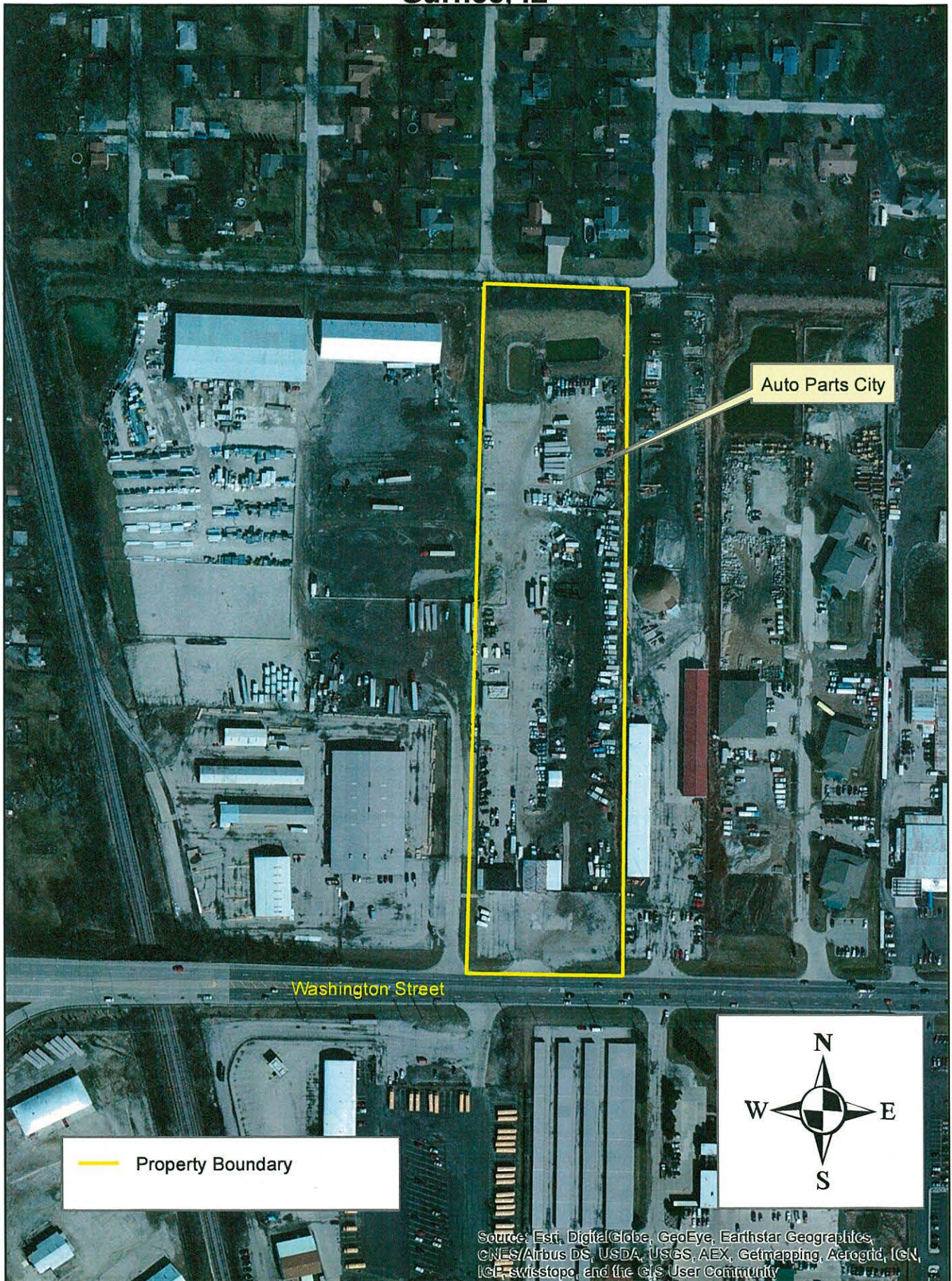


Figure 3
4 Mile Radius Map
Auto Parts City

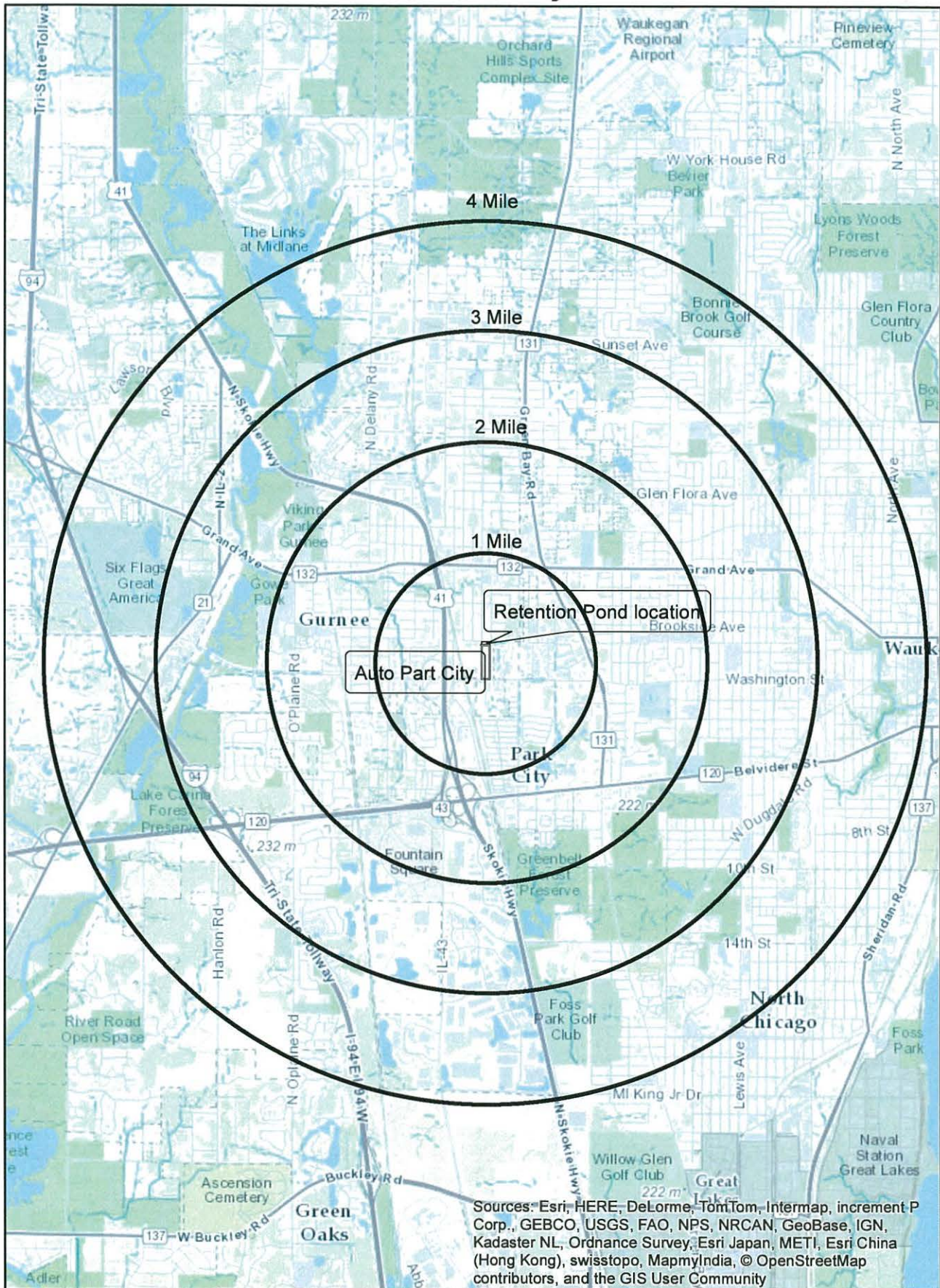
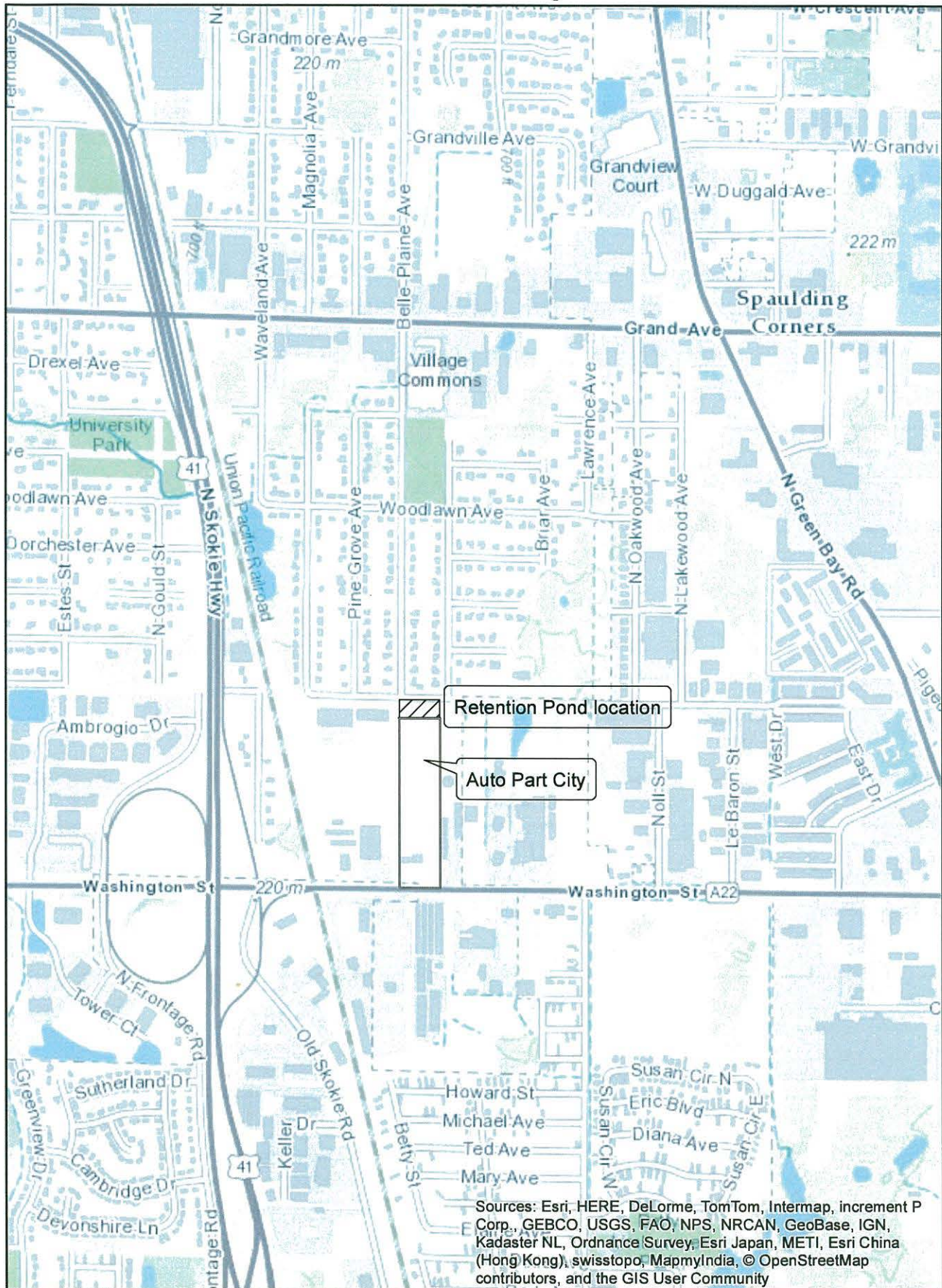


Figure 4
Topo Map
Auto Parts City



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Figure 3
Tributary Map
Auto Parts City

